

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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DATE ENTERED

MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT

CONTINUATION SHEET

ITEM NUMBER 4 PAGE 1

2. Central Office Building Corporation
810 Cherry Street
Columbia

Missouri 65201

ITEM NUMBER 11 PAGE 1

2. James M. Denny, Section Chief, Nominations-Survey,
Noelle Soren, Architectural Historian, Editors
Office of Historic Preservation, Department of Natural Resources
P.O. Box 176
Jefferson City

314/751-4096
Missouri 65102

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Missouri, Kansas and Texas Railroad Depot, Columbia, Missouri, is located at the western edge of the Columbia downtown area, on the south side of Broadway at Fourth Street. It is a one-sided, passenger station, facing west, which is rectangular in plan with its shorter ends facing to the north and south.¹ In recent years the depot has been altered with care to retain the original structure as far as possible. The depot now serves as a restaurant.

EXTERIOR

The original depot measured 87.5' along the north and south and 25' along the east and west. With the additions made in 1975-1976 the building now measures 153.5' along the north and south and 78' along the east and west. It rises 24' to its roof ridge and 36.1' to the top of its octagonal pavilion on the west side.²

The walls of the depot are 13.5" thick and are constructed of red brick. They rest on foundations of poured concrete which are 1.5' wide and topped with cut limestone at ground level. Two white, limestone stringcourses which enclose lugsills for both the street level windows and for those at the upper level of the pavilion, traverse its entire exterior. In addition, concealed steel beams span all window and door openings. In the basement of the building, six 8.5' cast iron rails which are used as columns support the floor of the depot on a network of 60 pound rail on 2.5' centers. Above, the exterior walls support the 2" x 6" wood frame roofing system. Capping this is a low-pitched hip roof of corrugated, red, terra-cotta tiles resting on overhanging eaves, 6' in width, which surround the entire building. This expanse is broken only by the projection of the octagonal pavilion on the west side. Metal gutters edge this roof, and a hipped dormer, 6.5' in width, projects 4' from the slope of the north roof surface.

At the north end of the depot, an arcaded open-air passenger portico was originally located which measured 24' x 25'. The brick arches and piers have been retained and form the north wall of the present restaurant.

Decorative detailing is carried out on the exterior of the depot in terra-cotta, brick, wrought iron and wood. Embellishment in terra-cotta includes the egg and dart moldings which occur both on the cornice of the chimney at the north-central end of the building, and at impost level on the arcade of the former passenger portico at the northern extreme of the depot. On the imposts of the portico this molding is capped by another which is heavily denticulated. Moldings imitating these but formed from cement and painted red are located on the imposts of the arcade on the new wing to the east. Above, the pyramidal pavilion roof on the west, the peak of the hipped dormer to the north and the north and south extremes of the primary hip roof are all adorned with terra-cotta ball finials. Below, just above the eaves, the rows of ridge tiles terminate in tiles which imitate the form of acanthus leaves.

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Decorative brickwork also adds to the charm of KATY Station. The round arches of the northern arcade are formed from three concentric stretcher rows each. On the west, just south of the octagonal pavilion, an oval, six-light window in the area of the original mens' room is surrounded by two header rows of rock-faced brick. There is a similar corresponding window on the east side of the building, in the area of the original ladies' room, which is now enclosed. In addition, accenting the two exposed corners of the octagonal pavilion are two rows of quoin headers which rise to roof level, interrupted only by the two, narrow limestone stringcourses running just below window level at each register.

Decorative yet simple, iron grillwork adorns the three southernmost west windows of the depot. Similar grillwork originally covered the eastern and southern windows as well. Today, two of the remaining grills are original while the other was recently fabricated in the same style.

Completing the exterior embellishment of the depot are heavy, undulating, wooden brackets which hang below the broad, surrounding eaves.

INTERIOR

Although the interior of the M.K.T. depot has been adapted to the needs of a restaurant, and although new walls and partitions have been added, most of the original structure has been retained. The new owners have tried as far as possible to respect the original character of the building.

A partial basement extends 8.5' below ground level and underlies only the southern 35' of the building. The coal-fired, steam boiler and coal bin were originally housed here. Access was gained through an outside door located at the base of a stairwell at the southern end of the depot. Two small windows on the west side of the basement provided a passage for the loading of the coal bin. Since remodeling, this area serves for storage and laundry facilities.

The area in which are found the present foyer, waiting room and west dining room originally included three primary interior rooms - a womens' waiting room at the north end with its still extant fireplace in the north wall ornamented with an egg and dart molding, a general waiting room in the mid-section and an office at the south end. Two toilet facilities were located between the waiting rooms. (See plans). Later modification enclosed the passenger portico at the north end, closing the arches with concrete and giving each a small, louvered window, to create more office space. Today, this area is still enclosed but the arches have lost their cement fill and have received art glass transoms and clear, fixed windows below. Two of the three arches on the east side of the station are now

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enclosed by the restaurant and have been opened to form a transitional passage between the original building and its eastern addition. To the south, part of the original south wall of the station has been removed to open a passageway to the new, southern dining area which is enclosed by three old railroad cars placed side by side.

ADDITIONAL ALTERATIONS

When it was sold to private interests in 1975, this M.K.T. Station was already in an advanced state of deterioration. Except for the additions and alterations already mentioned, the exterior of the building has been left as originally designed wherever possible.³ Moreover, the large, eastern addition to the depot has been constructed in a design identical to the rest of the building, with walls of red brick broken by a white limestone stringcourse. The impost moldings here, however, while identical in design to the originals, have been molded in concrete and painted red. To the west, within the north and south walls of the octagonal pavilion, two former windows have become the main entryways to the restaurant. Within the vestibule formed by this pavilion, the original ceiling has been removed, leaving the rafters visible. In some cases rafters here had to be replaced due to their deteriorating condition at the time of renovation. Elsewhere within the original structure of the depot the old ceiling remains intact.

Most of the original double-hung windows have received new stained and art glass panes. Those at the upper level of the pavilion and within the dormer retain their fixed, clear sash.

The original interior walls of KATY Station have been retained for the most part in the new design. The only exception is the wall which connected the two rest rooms to the north of the general waiting room. This wall has been replaced due to the deteriorating condition of the plaster. The rest of the walls have received wood paneling and wainscoting, and a few new walls and partitions have been added to create additional rooms and offices. The rooms have been decorated with authentic railroad signs, antique furniture and memorabilia in order to exude an aura of the railroad era at its zenith.

Outside, a bricked patio for summer dining was added at the north end of the depot and a railed deck now surrounds the exterior of the pavilion giving access to the main entrance on the west. The brick used in these areas bears the molded inscription "Coffeyville", for Coffeyville, Kansas, the location of the factory which provided the brick for the M.K.T. Railroad Company at the turn of the century.

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SITE

The Missouri, Kansas and Texas Railroad Depot occupies a rectangular tract of land in downtown Columbia, Missouri. It is bordered on the west by Columbia Ice and Cold Storage Company, on the north by the town's major thoroughfare, Broadway Boulevard, on the east by LaCrosse Lumber Company and on the south by the properties bordering Cherry Street, another major east-west thoroughfare. Since renovation, the area has been substantially improved by repaving of the streets and landscaping with the intent of creating an outdoor garden atmosphere in the northern patio during the warmer months.

PRESENT STATUS AND CONDITION

The M.K.T. depot was reopened as KATY Station Restaurant in 1976 and its owners foresee no change in its use at this time. Its condition since its remodeling is excellent.

FOOTNOTES

1. Lawrence Grow, Waiting for the 5:05 (New York: Main St., Universe Books, 1977), p. 27 designates three different types of railroad depot organization. The one-sided station is designed to provide access to trains from one side only; the two-sided station usually has two small buildings, one on either side of the track so that passengers may enter both sides of the train simultaneously; and the head station is situated so that the tracks terminate perpendicular to the depot and within it.
2. The measurements quoted here are taken from the original drawings for the station.
3. Information on the alterations and additions was gained from old photographs and interviews with former employees and the present owner.

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
00-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
00-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
00-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
00-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
00-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
00-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
	<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1909

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Missouri, Kansas and Texas Railroad Depot in Columbia, Missouri is significant as a well-preserved example of a depot constructed by that company in the early twentieth century. In addition, the history surrounding its construction and rehabilitation illustrates the growth, development, ebb and attempt at rebirth of downtown Columbia, Missouri.

Columbia, Missouri was founded in 1821 as a remedy for an unfortunate situation. In 1818 a group of speculators purchased 2,720 acres of land in the center of a proposed new county in central Missouri in anticipation that the county seat would locate there. Five trustees, Thomas Duley, Gerard Robinson, David Todd, Richard Gentry and Taylor Berry, were appointed to develop a future town there which they chose to name Smithton, in honor of General Thomas A. Smith, a receiver at the Franklin Land Office. By 1819 lots were put up for sale.

As anticipated, Boone County was soon officially established (1820) and Smithton was made the county seat. Unfortunately, however, the population of Smithton was not destined to exceed twenty souls, for early in its existence it was discovered that no plentiful water supply existed on the plateau where the town was located. Since all attempts at well digging had failed, a new town was platted in 1821, one-half mile east of Smithton on the Flat Branch Creek, a tributary of Hinkson Creek. This town was named Columbia after the county seat of Adair County, Kentucky which was the original home of many of the local citizens. That same year the county seat of Boone County was moved to Columbia.

By 1839 and the foundation of the State University at Columbia, the first such state university west of the Mississippi, the town began to improve and prosper. Land values went up and other educational institutions began to locate there. In 1833 Columbia Female Academy, which became Stephens College in 1857, opened its doors. Christian College, now known as Columbia College, began in 1851. This growth and its accompanying commercial expansion created an increased demand for public transportation to Columbia. As a consequence, in 1851 the Boone County-Jefferson City Railroad was incorporated to build a line from The Northern Missouri Railroad line at Centralia via Columbia to the Pacific Railroad at Jefferson City. The Civil War intervened, but by 1867 the road was completed connecting Columbia to Centralia on the north. This Northern Missouri Railroad later became the property of the Wabash system, and provided stiff local competition for the M.K.T. system later in the century.²

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The Missouri, Kansas and Texas Railroad, also known as the M.K.T. or just K.T. (KATY), was originally conceived as a means to connect widely separated military posts in the frontier area in order to keep the Indian tribes subdued. The posts included Fort Riley, Kansas, Fort Gibson in the Indian Territory, Fort Smith on the Arkansas border and the Red River border forts. On March 31, 1870 the board of directors gave the railroad, which had been known as the Union Pacific Railway Company, Southern Branch, the official name of Missouri, Kansas and Texas Railroad Company. Soon thereafter, the federal government offered as a prize the exclusive right to build a railroad through the Indian Territory to the first railroad company building in the area which could get there first. The race was between the M.K.T. and her competitors, the Leavenworth, Lawrence and Riley Railroad and the Kansas and Neosho Valley Railroad. The M.K.T. line was the first to arrive and by 1873 it extended to Fort Dennison, 251 miles to the south of Fort Riley where the line began.

By 1879, the M.K.T. began building and consolidating the lines which created the 3,252 mile system of later years. Toward the end of the century, the company developed rapidly until it extended from St. Louis, Missouri south to Houston via Parsons, Kansas and Dallas. The Columbia branch was first considered in 1892 when the M.K.T. began to show an interest in feeder lines. By that date the town had achieved significance due to its central location and to the presence of the State University and other colleges. The 8.5 mile track to Columbia from McBain, Missouri to the southwest, which was on the main M.K.T. line, was completed by 1901. The competitive spirit between the M.K.T. and the Wabash, another railroad which had already become established in Columbia, was stimulated by and in turn stimulated the expansion of Columbia and its economy based on higher education at this date. As the colleges grew, a greater demand developed for more, comfortable transportation to the center of the state.³ Special trains were allotted to bring in Stephens students from the southern states; special trains were provided for football players and fans going to games at Southern Methodist University and University of Kansas. At times as many as thirty cars carried 3000 people to and from football games. A typical train on the line, however, was composed of one baggage car a large luggage car and a 60 seat passenger car.⁴

The depot which was built in 1901 in Columbia by the M.K.T. was either intended to be only temporary or else proved to be inadequate within a very few years. It was a frame structure which measured 72.5' x 18'. By 1907 plans were in the works for a new brick depot to be erected at the cost of \$32,000. In addition, it was at this date that the railroad acquired Lots 179 and 180 in the Old Town doubling the size of their yard and gaining direct access to Broadway, the town's main thoroughfare. All improvements were completed by November, 1909. The new yard featured seven tracks in all, six owned by the railroad and one by the Hetzler

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Timber Company. The old frame depot was moved from its original site, which was immediately west of the present depot, and relocated 11' south of the new building in 1909. The old building was renovated as a freight depot complete with high loading platform and a service track at its south end. The freight house and platform were razed early in the decade of the 1950's.⁵

The design for the Columbia M.K.T. depot was produced in the office of the railroad company. Nothing is known of the architect save his initials, H.J.B. Since the M.K.T. used standardized plans of specific types of depots in their constructions, little of his imagination is probably manifest in the design.⁶ It is believed, however, that no exact duplicate to the Columbia depot was ever built by the M.K.T.⁷ W.C. Williams of Parsons, Kansas was contracted for the earthmoving, J.A. Gaston was in charge of the concrete work and H.J. Salisbury was Foreman of the construction crew.⁸ Actual construction began in December, 1908. It was reported that the company was sparing no expense to make the depot one of the best in the state. "The furniture for the new station...is antique oak and very handsome. The station will be modern, convenient and commodious. It will possess everything a first class, modern station in a town the size of Columbia requires inside and out and will be a beautiful structure."⁹

A decline in passenger service along the McBain spur line began during the decade of the 1930's when the increasing popularity of the automobile began competing with the railroads. Although business picked up in the 1940's as a result of gasoline rationing, it dwindled again in the prosperity of the 1950's. By 1955, air travel and the automobile replaced all special trains on the M.K.T. for students, athletic teams and fans. Passenger service was discontinued entirely in 1958, and by 1963 the system was nearly bankrupt. Freight service continued on a sporadic basis only. Although revenue increased during the 1960's, the condition of the tracks deteriorated beyond the means of the railroad company to repair them. Parts of the buildings and grounds in Columbia were leased to private businesses in an effort to gain revenue, but the freight office finally closed in 1975. The railroad company sold the depot in 1976 to its present owners.¹⁰

During the period in which the M.K.T. station in Columbia was rehabilitated, at approximately the time of our nation's bicentennial celebration, several other buildings in the downtown Columbia area, near the depot, became revitalized and remodeled. Two banks and several commercial establishments have been renovated inside and out, sometimes, though not often enough, with an eye to their past designs but always with the result of revitalizing their immediate areas. Columbia, like other towns which are growing beyond their downtowns and spreading to outlying shopping centers, has had some trouble keeping a vigorous city center. Many remedies have been tried and suggested, but none has worked as well as this refurbishing and renovation, building by building, creating a new positive atmosphere

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from unused hopeless structures. KATY depot has been an integral part of this revitalization.

The M.K.T. depot at Columbia, Missouri, reflects the general design of small stations of the early twentieth century across America and illustrates the importance of common sense in determining design.¹¹ Many of the M.K.T. stations which remain exhibit features which are characteristic of early twentieth century railroad stations and manifest a company image either in design, paint scheme or both. Some common characteristics of these stations are:

1. Use of standardized designs, with variations, for depots constructed by one railroad company.
2. Replacement of early wooden frame depots with buildings of brick, stucco, concrete, terra-cotta or stone construction.
3. Tendancy to favor stone, terra-cotta and concrete trim.
4. Use of red roof tiles.
5. Use of wide, overhanging eaves.
6. Use of reinforced concrete floors with tile surfaces rather than wood floors.
7. Use of central heating rather than stoves.
8. Inclusion of a basement to house the heating unit.
9. Provision for access by trainmen to the agent's office directly.
10. A decorative tower projecting above the roofline.

The M.K.T. depot in Columbia features each of these characteristics of a standard railroad station of the early twentieth century.

The survey of Missouri's historic sites is based on their selection as they relate to theme studies in Missouri history as outlined in "Missouri's State Historic Preservation Plan." The Missouri, Kansas and Texas Depot, therefore, is being nominated to the National Register of Historic Places as an example of the themes of "Architecture" and "Technology."

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FOOTNOTES

1. This history of Smithton is taken from Beth Pendergast, "Smithton, Missouri", Missouri Historical Review, LXX (January, 1976), pp. 134-141.
2. History of Boone County, Missouri, (St. Louis: Western Historical Company, 1882; reprinted by Ramfre Press, Cape Girardeau, 1970), p. 490.
3. V.V. Masterson, The Katy Railroad and the Last Frontier (Norman: University of Oklahoma Press, 1952), pp. 8-9, 30 and 269. Masterson gives this as the sole reason for the construction of the Columbia-McBain Line. For more information see Donald V. Fraser, "Katy", Pioneer Railroad of the Southwest! 1865 (New York: The Nacomen Society in America, 1953) p. 20.
4. Kenneth Kuhlman, personal interview with Mr. M.R. Cling, retired Vice-President of Public Relations, Missouri, Kansas and Texas Railroad, 1973.
5. Data exerpted from draft National Register Nomination by Kenneth Kuhlman, 1976; "Are at Work", The Missouri Statesman, December 25, 1908, p. 2; and "New Station June 30", The Missouri Statesman, June 11, 1909, p. 5.
6. J.R. Walsh, "Our Foundation is Safety", Missouri, Kansas and Texas Safety Department Circular SF-315 illustrates some of these standardized designs.
7. R.N. Wagon, Assistant Chief Engineer, Missouri Kansas and Texas Railroad Company, personal correspondence with D.M. Christisen, February 26, 1974.
8. "New Depot Furniture Arrives", University Missourian, May 11, 1909, p. 1, "Fast Work on Katy Depot", University Missourian, March 5, 1909, p. 3.
9. "New Depot June 30".
10. Data exerpted from draft National Register Nomination form by Kenneth Kuhlman, 1976.
11. This concept is discussed in detail in John Droege, Passenger Terminals and Trains (New York: McGraw-Hill Book Company, Inc., 1916), pp. 264ff.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. "Are at Work," The Missouri Statesman, December 25, 1908, p. 2.
2. Data excerpted from draft National Register Nomination Form, submitted by Kenneth Kuhlman, 1976.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approximately 3/4 (32,100 sq. ft.)

QUADRANGLE NAME "Columbia, Mo."

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 15 557870 4311320

B

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

The W 20' of lot 179; all of lot 180; the N 67' of W 10' of lot 116; N 67' of lot 117; W 10' of lot 140; all of lot 139, all in the Old Town of Columbia, Missouri.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

11 FORM PREPARED BY

NAME / TITLE

Frank Coffin, Kenneth Kuhlman, Donald Christisen

ORGANIZATION

Dept. of Natural Resources, Office of Historic Preservation

DATE

STREET & NUMBER

P.O. Box 176

TELEPHONE

314/751-4096

CITY OR TOWN

Jefferson City

STATE

Missouri 65102

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Director, Department of Natural Resources and
State Historic Preservation Officer

DATE

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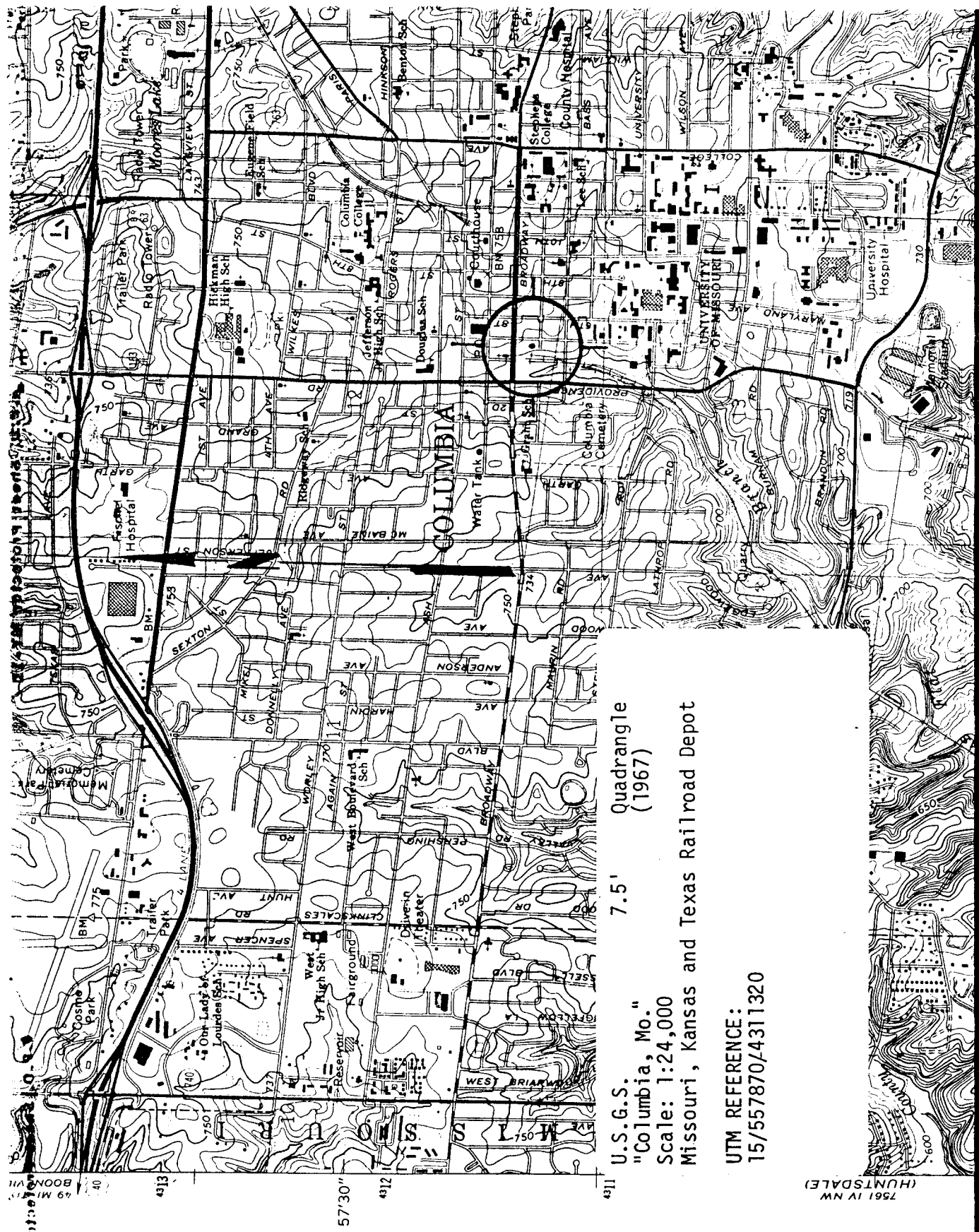
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

ATTEST: KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION



U.S.G.S. 7.5' Quadrangle
"Columbia, Mo." (1967)
Scale: 1:24,000
Missouri, Kansas and Texas Railroad Depot
UTM REFERENCE:
15/557870/4311320

7561 IV NW
(HUNTSDALE)

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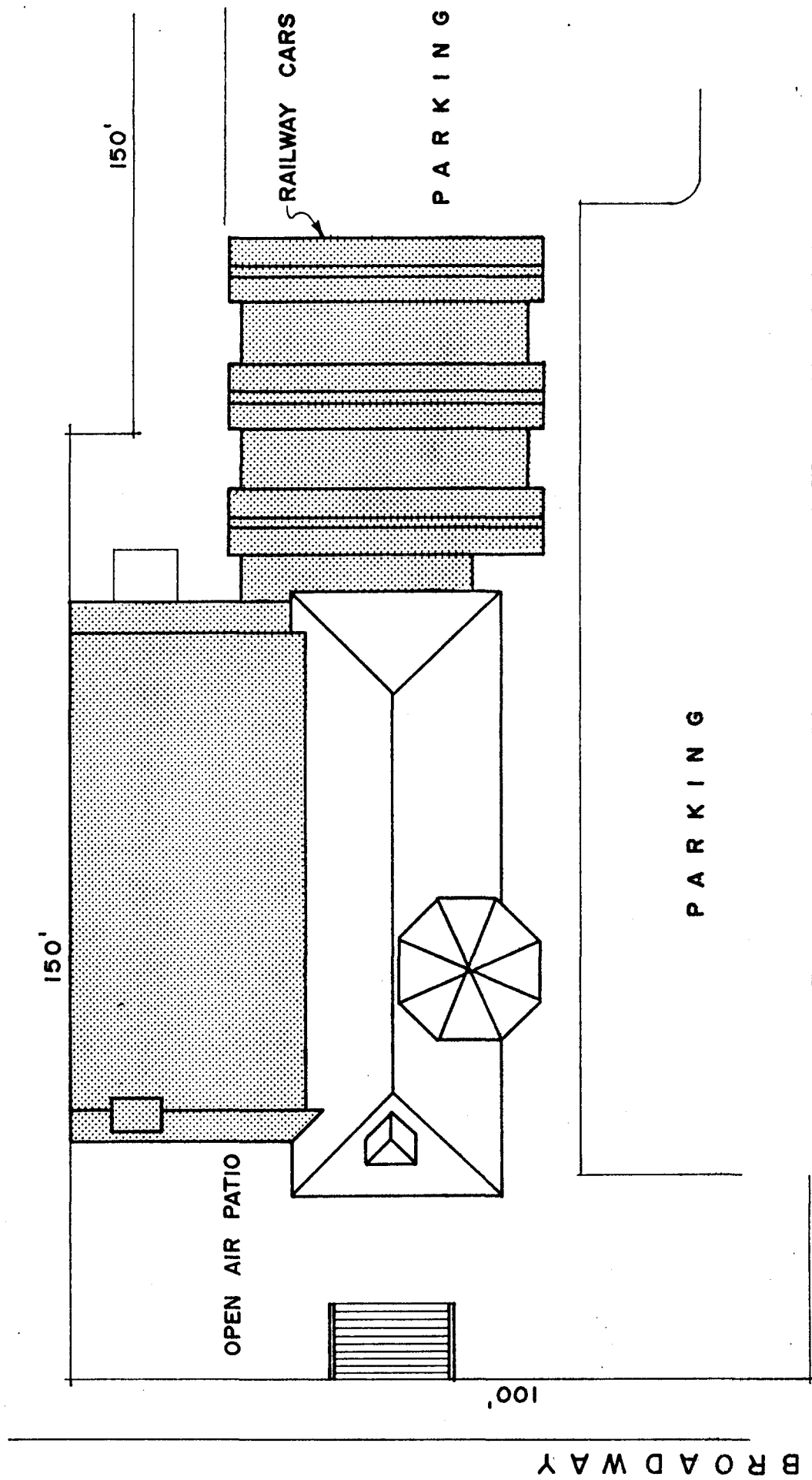
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3. Droege, John. Passenger Terminals and Trains. New York: McGraw-Hill Book Company, Inc., 1916.
4. "Fast Work on Katy Depot", University Missourian, March 5, 1909, p. 3.
5. Fraser, Donald V. "Katy, Pioneer Railroad of the Southwest! 1865". New York: The Newcomen Society in America, 1953.
6. Grow, Lawrence. Waiting for the 5:05. New York: Main Street/Universe Books, 1977.
7. History of Boone County, Missouri. St. Louis: Western Historical Company, 1882.
8. Kuhlman, Kenneth. Personal interview with M.R. Cling, retired Vice-President of Public Relations, Missouri, Kansas and Texas Railroad, 1973.
9. Masterson, V.V. The Katy Railroad and the Last Frontier. Norman: University of Oklahoma Press, 1952.
10. "New Depot Furniture Arrives", University Missourian, May 11, 1909, p. 1.
11. "New Station June 30", The Missouri Statesman, June 11, 1909, p. 5.
12. Pendergast, Beth. "Smithton, Missouri", Missouri Historical Review, LXX (January, 1976), 134-141.
13. Plans and drawings for The Missouri, Kansas and Texas Depot. Copies on file in the Office of Historic Preservation, Department of Natural Resources.
14. Wagon, R.N., Assistant Chief Engineer, Missouri, Kansas and Texas Railroad Company. Personal correspondence with D.M. Christisen, February 26, 1974.
15. Walsh, J.R. "Our Foundation is Safety", Missouri, Kansas and Texas Safety Department Circular SF-315.

SITE PLAN MAP

MISSOURI, KANSAS, & TEXAS RAILWAY STATION (KATY STATION RESTAURANT)
COLUMBIA, MISSOURI



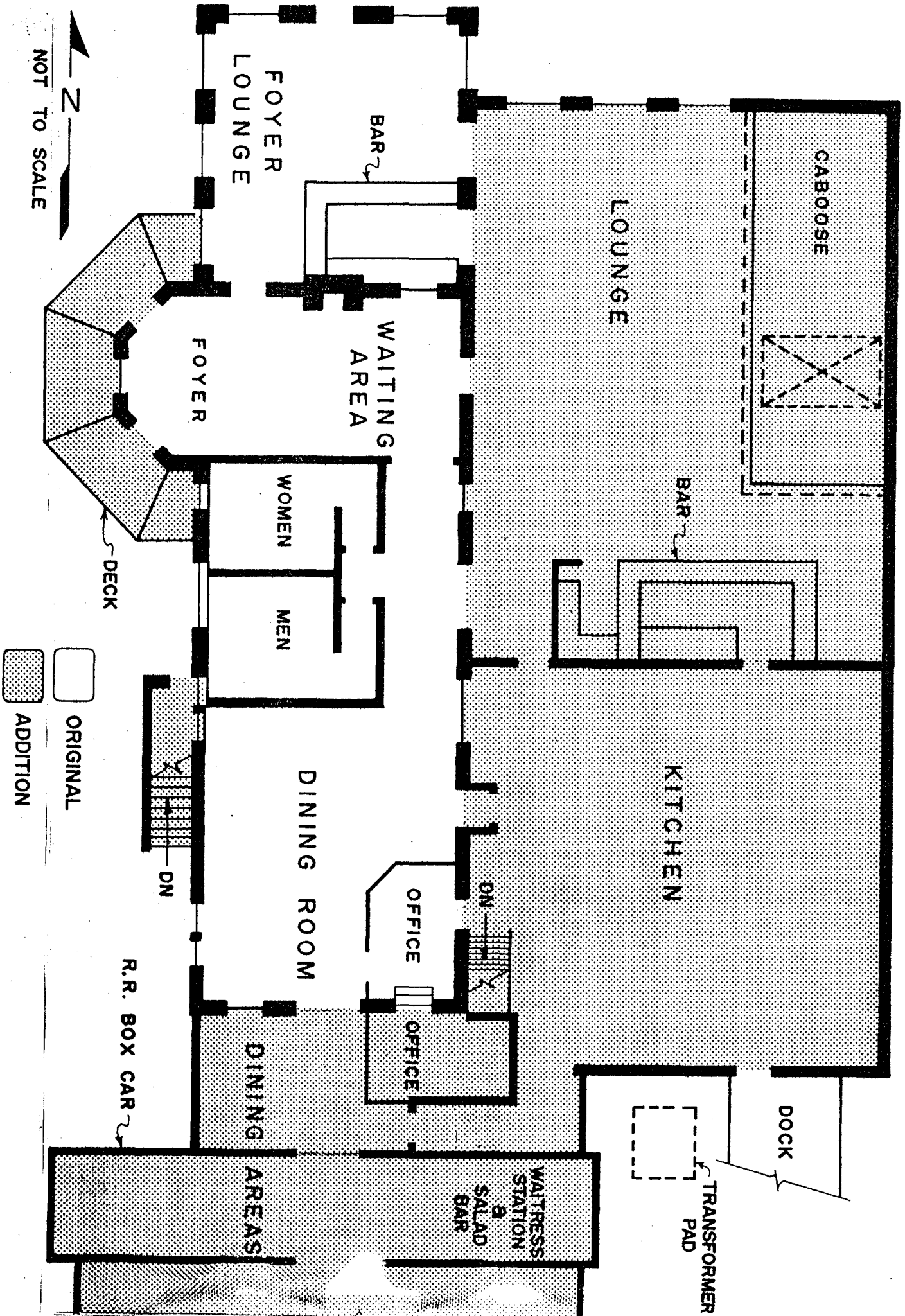
ORIGINAL BUILDING

ADDITIONS

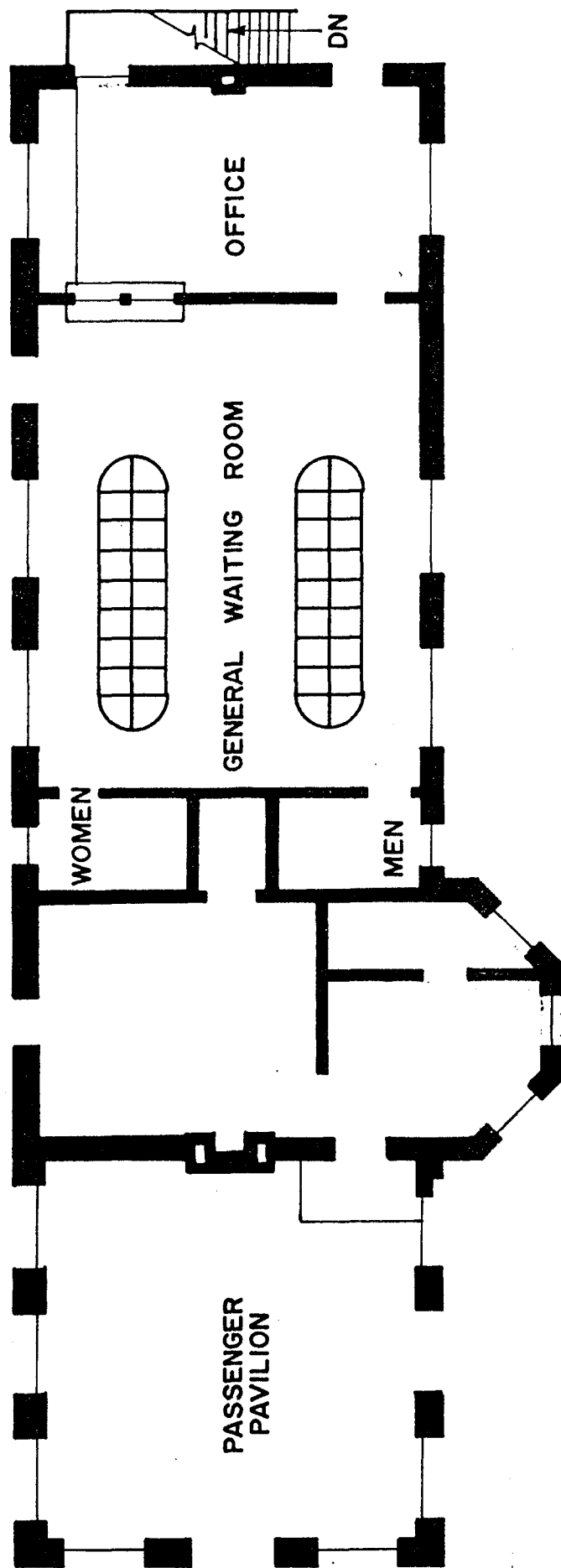


NOT TO SCALE

MISSOURI, KANSAS, & TEXAS DEPOL (KATY STATION RESTAURANT) COLUMBIA, MISSOURI



FLOOR PLAN
MISSOURI, KANSAS, & TEXAS RAILWAY STATION
COLUMBIA, MISSOURI



NOT TO SCALE



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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Missouri, Kansas and Texas Railroad Depot

AND/OR COMMON

KATY Depot

KATY Station Restaurant

2 LOCATION

STREET & NUMBER

402 East Broadway

CITY, TOWN

Columbia

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

#8 - Hon. Richard H. Ichord

STATE

Missouri

CODE

29

COUNTY

Boone

CODE

019

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☒ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☐ OTHER:**4 OWNER OF PROPERTY**

NAME

1. Mr. Ronald D. Westenhaver

STREET & NUMBER

Route #1

CITY, TOWN

Rocheport

VICINITY OF

STATE

Missouri 65279

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Office of the Assessor, County-City Building

STREET & NUMBER

East Broadway

CITY, TOWN

Columbia

STATE

Missouri 65201

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Missouri State Historical Survey

DATE

1975, 1978

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDSOffice of Historic Preservation
Department of Natural Resources

CITY, TOWN

Jefferson City

STATE

Missouri 65102













